

FRIDAY, MAY 7, 1875.

## LOCAL NEWS.

Corn at Tipton for \$1.

Corn at St. Louis from 72 to 75 cents whole-sale.

Potatoes in St. Louis at 80 cents to \$1.00 per bushel.

Corn at 70 cents a bushel at St. Joseph—wholesale.

Appleton, St. Clair county, corn is worth \$1 per bushel.

The following convicts have received their pardons under the three-fourth rule:

John W. Adams, Saline County, Wm. Day Monroe county; Ben. F. Twitly, Scott county.

Buell, the well known correspondent of the St. Louis Republican, is on hand, and will represent that paper at the Capital during the sitting of the Convention.

The new Springfield, Mo., City Council has passed an ordinance requiring the Marshal to collect \$1 per head on all dogs in the city, and in default of payment to kill them without mercy.

Miss Hilda Krekel, daughter of Judge Krekel was married night before last to Dr. G. Schrandt of this city. The wedding was very quiet, only a few of the near friends of the parties being present.

The steamer St. Luke, the account of the wrecking of which we publish elsewhere, was built in St. Louis in 1868, and was owned by the Missouri River Packet company. The dimensions were 213 3-10 feet in length, 47 feet beam, 5 feet depth of hold. The carrying capacity, custom house measurement, was 450 tons. The boat was valued at \$30,000, and is a total loss. The insurance is in Wheeling and Cincinnati companies and one risk in Chicago.

A youth and a pretty girl sat facing each other at a party. The youth, smitten with the charms of the maiden, only ventured a shy look, and now and then touched Patty's feet under the table. The girl, determined to make the youth express what he so warmly felt, bore with these advances a little while in silence, when she cried out, "Look here! if you love me, say so, but don't dirty my stockings."

The following articles of association have been filed in the office of the Secretary of State and certificates of corporate existence issued: Evening Mail Publishing company—Kansas City—Capital \$10,000—Wm. S. Gregory, G. M. Shelley, Meade Woodson, John W. Gage, James M. Nave incorporators.

Barton county Mineral Company—Capital \$2,500.

At the meeting of the Board of Aldermen Monday night, the following nominations by the Mayor were confirmed:

Wm. Kerr, Register; Charles Cohagen, Marshal; Willis Winston, Physician; Charles D. Cooper, Engineer; Wm. Mausehund, Weighmaster.

The following nominations were rejected: N. Grieshammer, for Treasurer; John Antweiler, Collector; Christ. Schwenk, Street Commissioner.

Attention is called to the warning notice to trespassers in another column. The acts of lawlessness committed upon the property of Mr. Dulle, as upon the property of his neighbors, has become unbearable, and as people seem to think that they, or their children, are free to enter upon and destroy the property of another with impunity, perhaps a little dose of law will learn them better and teach them the importance of respecting the rights and property of others. Of course the creeks and valleys in these fields are enticing resorts, but they are not set apart for the benefit of the public, as yet, and should the city ever be able to afford a public park, we shall insist that the property be protected from destruction as Mr. Dulle is trying to protect his.

If we remember correctly, a bill passed the legislature last winter authorizing the Governor to appoint an agent to receive and distribute fish spawn, furnished by the Bureau of Agriculture for distribution over the country. So far as we can learn this agent has never been appointed. This is a matter that deserves attention. There is no more important interest than that of keeping the beautiful streams of our glorious State well stocked with the best of fish, and the Governor should not overlook it—or the part the law confers upon him the duty to perform in regard to it. It was understood by some that General Minor had been appointed to this trust, but it is a mistake. No more suitable person could be appointed, however.

That the work should be done and carefully done is of great importance, and this the General would studiously attend to. We believe in fish culture, and want to see it receive the attention it deserves.

## "No More Balls for me".

From the Louisville Courier Journal.

A car driver was signaled to stop at the corner of Preston and Market street, by two negro women, one of whom was to get out at that point, concluded their talk thus, as the car tarried for a moment:

Inside darkey—"I say, 'Liza, is you to come to de ball to-night?" Outside darkey, lingering on the car steps—"What's dat?" "Is you gwine to de dance to-night? You know Jane'll be lookin' fur you."

"Look a hea, chile, hasn't you done heard de news?" "No, 'Liza, I haint."

"Well, you jest tell that woolly-headed wench dat I's done got religion—I'm gwine to church to-night; no mo' balls for me, I tell you."

"Pshaw 'Liza, dat'll do well 'nough for one foot-dat's Presbyterian; but dat left churndasher o' yourn's bound to wag whenever you hea de banjo picked—go 'long wid you, gal."

And the car went on too.

## THE STEAMER ST. LUKE WRECKED ON THE MISSOURI.

## Six Persons Known to Have Perished—The Boat a Total Wreck—Full Particulars of the Calamity.

[St. Louis Dispatch, May 3.]

At ten o'clock last night, the steamer St. Luke en route from Kansas City to St. Louis, in passing under the St. Charles railroad bridge, struck a pier and was wrecked. The boat had on board one hundred passengers nearly all of whom were saved. The survivors with the officers arrived here this morning at 10:45, by the St. Louis, Kansas City &amp; Northern road, and give full particulars of the disaster.

The night was very dark and the river full. Capt. Townsend was at the wheel, and in endeavoring to make the bridge struck a pier on the larboard side, tearing out the whole broadside of the boat, including part of the engine and machinery. The boat hugged the pier for a couple of minutes, and then, caught by the current, swung round and went down the river, rolling and pitching frightfully. Six persons went overboard at the first crash, and were lost. The passengers sprang from their berths and ran hither and thither panic-stricken, and the scene was one of the utmost confusion and greatest terror.

A rush was made for the life boat, but Capt. Keith kept back the crowd, and only allowed eight to take the boat and go ashore. Before the life boat returned, the steamer struck two miles below the bridge and sank in fifteen feet of water. The work of landing the passengers was then commenced and lasted several hours, the people shivering through the long night in such clothes as had been hurriedly snatched from the state rooms.

Those known to have perished were the following:

The deck sweeper, Tom Donnelly.

One male passenger, name unknown.

Fireman, William Brooks, of St. Louis.

Three deck passengers, Mrs. John Dinan and her two children, aged seven and eight years.

The lady and her children took passage at Kansas City for St. Louis.

The St. Luke had on board 100 tons of miscellaneous freight and 100 head of stock.

She was officered by Geo. Keith captain; J. B. White, clerk; Berry Brannin, second clerk; Thos. H. Nelson, and John Fitzsimmons engineers; John Wilson and Jerry Loire, strikers.

The pilots were Thomas B. Townsend and Carr B. Waddell; first mate, Pennybaker; second mate, James Cunningham; first steward, Mike Weil; second steward, Joseph Williams; chambermaid, Maggie Williams; watchman, George Putney; first cook, John Seigel; second, John Hollis; confectioner, Hiram Anderson; barkeeper, John Bayne.

The roustabouts saved were: Joseph Brown, Frank Macus, George Meagher, Henry Johnson, Jesse Frazier, Uroses Page, Ben. Woodson, Calvin Clark, Thomas Burk, James Carlou, George Stephens, Joseph Miller, Archibald Jones, Ames Sanders, John Wesley, Henry Wells, John Sullivan, John Wayne, James Hall, Thomas Cosmer, Jack Fromer, Frank Rochester, Ben Drake and Charles Williams.

JAMES DINAN'S STATEMENT.

From James Dinan, one of the passengers of the boat, and whose wife and two daughters perished, who was brought to the city hall this morning, a Dispatch reporter learned the following: The accident occurred about half past ten o'clock. The shock occasioned by the collision knocked the passengers about in every direction and landed me on a pile of timber on the side of the boat. I understood the boat struck against the pier of the bridge. It was some time after the shock, before she sank. When the boat was sinking, I was standing by the bulwark with my little son Thomas in my arms ready to go in the boats. Edward was by my side and my wife and two daughters were behind me.

The water was rushing in with great violence and my boy was swept from my arms, and myself washed overboard. When I arose to the surface—how long afterwards I cannot tell—I clutched at a raft which was floating near me and got on it. Another man endeavored to make it also but failed. There was a man hanging on to it when I caught it. The raft was about seven or eight feet square and had a door in the upper side. Myself and companion were whirled along at a terrible rate, for there was a very strong current. About three o'clock this morning the log drifted into an eddy underneath a high bluff. I saw some roots growing out of the bank and jumped at and caught them. It was with great difficulty I climbed up the steep embankment, but I did it somehow and was saved. I had scarcely jumped from the raft when it was brought out into the current, and the young man who was on it with me I never saw more. I suppose he is on the river yet, or lost. His last words to me were: "If you get safe, do your best to save me. I suppose I will never see the day. If my mother knew I was drowned, she would go crazy." When I got to the top of the cliff, he was miles down the river, and of course I could do nothing to save him. I do not know his name. We encountered great difficulties on the log during the night, and how we escaped being drowned I don't know. The place I got ashore is about ten miles this side of where the accident occurred. It is a country place, far from any town. I went into a colored man's house and got a pair of pants and left him my wet pants, and after eating a little I started for the place of accident. When I arrived there I found my two boys, but my wife and two girls—they were gone. Better for me, if I had been drowned likewise.

During the receipt of the above statement, Dinan was deeply affected, and at the last sentence wept bitterly.

Dinan was born in Ireland. He came to this country sixteen years ago. He lived for some time back near Junction City, Kansas, and for the past four years has been in the employ of

the M. K. &amp; T. Railroad. Times being dull he decided to leave and come to St. Louis, where he thought he could better his condition. So he packed up all the goods, clothes, etc., he had, which filled two trunks, and took shipping on the ill-fated St. Luke. As stated in the beginning his wife and two daughters were lost with the vessel. His wife's name was Mary Dinan and only 35 years old. His daughters were named Mary Jane and Margaret L. Dinan, and aged respectively 9 and 7 years. He is accompanied by two bright eyed boys, one of whom is four and the other twelve years. The youngest is named Thomas James, and the oldest Edward Dinan. Edward looks intelligent, indeed his father asked if the ages he had given the reporter for the girls were correct.

The poor man has no money, the hard earnings of a whole life time, \$300 having gone down with his wife.

While the reporter was in conversation with Dinan in the dispensary, the acting mayor entered and having listened to his recital of his escape, etc., asked him what he intended to do now. Dinan replied that he intended to look for work, and if he could find any he would do it. He was not particular what he got to do; he would do anything.

What did you intend doing with your children? asked the mayor.

Dinan—If I get work, and a man who is willing to work will always find it. I intend to provide for them, and send them to school, he said.

And you not better send them to some institution where they will be cared for?

Dinan, while his eyes suffused with tears, replied: "I could not bear to have them out of my sight."

A Dispatch reporter asked the mayor what he intended to do for him. The mayor said: "We'll do all we can for him, and the reporter, satisfied that he would do as he said, left.

## The Big Tavern Bridge.

JEFFERSON CITY, May 3, 1875.

To the Editor of the State Journal:

DEAR SIR: According to a letter in your issue of the 1st inst., from your St. Elizabeth correspondent, it appears that the information previously furnished by this company was not altogether satisfactory to him. As this company desires to make itself understood, it begs your indulgence while it attempts to remove the few difficulties which seem to environ certain matters connected with its business of manufacturing bridges.

While all true patriots must regret that Miller county does not contain a single first-class bridge, and must sympathize deeply with its people in this great affliction, it cannot fail to strike the philosophic observer that it is an excellent market for bridges. Where there is scarcity, there is a brisk demand; and where there is a brisk demand there are high prices. While this company does not contemplate an advance in prices, it is under obligations to your St. Elizabeth correspondent for information concerning the market; and as the people of St. Elizabeth disdain to supply the market to the extent of one mile, the offer to furnish them bridging at wholesale prices is hereby withdrawn. Hereafter, Miller county will be charged full retail prices, without discount or abatement, for all bridges erected by this company within her limits. But while this company thus willingly yields to the wishes of the people of St. Elizabeth, it confesses its inability to perceive how they are to profit thereby.

It can be easily shown, *a priori*, that this company and the people of St. Elizabeth do not view economic questions from the same standpoint. For instance, your correspondent affirms that a bridge across the Big Tavern would have secured the attendance of delegates to the Clinton convention, whose votes would have nominated a Jeffersonian for Congressman. Now the experience of this company is that all that is necessary to secure the prompt passage of the average delegate over any stream, however broad and rapid, is the sight of a jug on the opposite bank. The jug may be empty, provided the delegate does not know it, for he will charge upon it as impetuously, though not as viciously, as a bull dashes at a red flag. There may be some profanity audible to a considerable distance when he takes the empty jug from his mouth, but no topographical obstacles will seriously interfere with his seizing it, its emptiness being unknown to him. As the people of St. Elizabeth, rather than employ this simple and efficient device for ferrying their delegates over the raging Tavern, suffered a stranger to represent them in Congress, it is plain, as above stated, that they and this company are not of the same school of economists. Q. E. D.

Your correspondent is laboring under a misapprehension in regard to the lumber. This company never proposed to build a bridge with green lumber, and the "humming" qualities of green lumber will not be discussed, although it would be easy to show that his views thereon are altogether wrong. This company means no disrespect when it claims to know more about bridges than forty such towns as St. Elizabeth. If it did not it could not build a bridge at all. The use of a bridge after it is constructed, by a green community, makes it "hum" far more than the use of green timber in its construction. The speedy destruction of the bridge referred to by your correspondent, was owing to the verandah of the people instead of the timber. This much is stated in the interest of science, with a high regard for the people of St. Elizabeth.

This company scorns the imputation that the art of bridge building was in its infancy in the time of Augustus. Five hundred years before his time Xerxes bridged the Hellespont, and his father before him bridged the Danube. An excellent authority says:

"Faith builds a bridge from this world to the next."

Although no date is given for this performance, it must have been very remote—certainly not later than the time of Abraham; or as long before Augustus as we are after him.

This company observes, in conclusion, that it always endeavors to furnish definite information. It is utterly and entirely concrete, and could not be abstract if it tried. It builds the cheapest and best bridges in the world, which is all it can do for a community suffering terribly for want of bridges and profoundly versed in the art of not obtaining them.

Very respectfully, your obedient servant,

THE JEFFERSON CITY BRIDGE COMPANY.

Members of the Convention and citizens of the city will find at the Madison Hotel saloon, for sale, Kentucky Blue Lick Water, Congress and Empire Spring Water from Saratoga, and Sweet Crab Apple Cider from Baltimore. The only place in the city that Blue Lick and Congress Water can be found.

## THE PUBLIC SCHOOLS OF JEFFERSON.

## Enrollment, Roll of Honor, Seats of Honor, &amp;c.

Summary of Jefferson City Public School work for month ending April 23, 1875.

Marking is on the scale of ten. "Roll-of-Honor" pupils are all whose "total merits"—mean of standing in scholarship, punctuality and deportment—are 9.8 or more, for the month. "Seat-of-Honor" pupils are those whose "total merits" are the highest, in the room, among respectively, boys and girls, for the month. Pupils "Best-in-Scholarship" are those of each room whose average scholarship, for the month, is highest. Tardiness of pupils commences at 9 a. m., and 1:30 p. m.; that of Teachers twenty-five minutes earlier.

Room number.	Name of Teacher in Charge of Room.	No. pupils enrolled in the month.			Per cent. of attendance for the month.			Per cent. of tardiness for the month.			No. cases of corporal punishment for the month.			Teachers' tardy register for the month.		
		Boys.			Boys.			Boys.			Boys.			Boys.		
		Total.	Girls.	Total.	Total.	Girls.	Total.	Total.	Girls.	Total.	Total.	Girls.	Total.	Total.	Girls.	Total.
7	Miss R. Carney.....	34	29	53	91.1	80.5	84.9	1.11	1.22	1.18	4	0	4	1	.03	2.5
6	Mrs. M. W. Galbraith.....	17	28	45	86.6	85.4	86.3	.75	1.79	1.39	0	0	0	0	0	.00
5	Miss E. Reynolds.....	33	30	63	97.6	92.3	95.3	.59	.27	.42	2	0	2	0	.00	.00
4	Miss R. Condit.....	37	33	70	92.2	92.2	92.2	.23	.24	.23	0	0	0	0	0	.00
3	Mrs. M. H. Holmes.....	35	27	62	86.6	87.1	86.8	.25	.78	.48	1	0	1	0	.00	.00
2	Miss K. Southard.....	41	38	79	94.2	92.6	92.1	.0	.15	.07	0	0	0	0	0	.00
1	Mrs. E. L. Rowe.....	71	56	127	89.9	87.8	88.9	.25	.51	.35	0	0	0	0	0	.00
7	Miss H. Sharp, Assistant	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	F. A. Nitchy, H. School.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	E. A. Zwendt, German.....	108	103	211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total for white school.....		248	221	469	91.1	88.2	89.7	.33	.67	.43	7	0	7	6	.12	1.5
Wm. Cross, col. schools.		32	31	64	93.9	93.6	93.7	.18	.29	.23	4	0	4	0	.00	.00
Total white & col. schools.....		280	253	533	90.9	88.8	89.2	.33	.62	.44	11	0	11	6	.12	1.37

\*Twenty-five in addition were promoted from the room during the month.

## ROLL OF HONOR.

No. 6—Ida Hibbard.  
No. 2—Harry Fromme, Eddie Wright, Eddie Rathel, Fred. Weatherby, Tillie Krauthoff, C. Ritter, Thelma Langerhans, and Kittie Hirsch.  
No. 1—Henry Langerhans, Sammie Goldman, Robert Montgomery, Carence Ward, and Barbara Smith.  
Colored school—John Ashboy, Alice Edwards, Martha Morgan, Josephine Ramsay, Eugene Watts, and Sarah Ashboy.  
SEAT OF HONOR PUPILS.  
No. 7—Henry Deigel, and Mary Mullins.  
No. 6—Alfred Lay, and Ida Hibbard.  
No. 5—Willie Grolock and Jennie Bruns.  
No. 4—Gerhart Guenther and Amelia Rathel.No. 3—Herman Schultz and Clara Neef.  
No. 2—Harry Fromme and Carrie Ritter.  
No. 1—Clarence Ward and Barbara Smith.  
Colored school—John Ashboy and Alice Edwards.

## PUPILS BEST IN SCHOLARSHIP.

No. 7—Alice Bradbury.  
No. 6—Ida Hibbard.  
No. 5—Jennie Bruns.  
No. 4—Amelia Rathel.  
No. 3—Lucy Schultz.  
No. 2—Fred. Weatherby.  
No. 1—Clarence Ward.  
Colored school—John Holt.A. E. WARDNER,  
Supt. City Schools.

## List of Members Constitutional Convention, 1875.

Adams W, Booneville, Cooper county.  
Alexander A M, Paris, Monroe county.  
Allen D C, Liberty, Clay county.  
Black F M, Kansas City, Jackson county.  
Boon H, Union Star, DeKalb county.  
Bradfield J W, Buffalo, Dallas county.  
Broadhead J O, St. Louis, St. Louis county.  
Brockmeyer H C, St. Louis, St. Louis county.  
Carleton G W, Gayoso, Pemiscot county.  
Chrisman Wm, Independence, Jackson county.  
Conway E V, Farmington, St. Francois county.  
Cotty L F, Alexandria, Clark county.  
Crews T W B, Gray's Summit, Franklin county.  
Crocket S R, Nevada, Vernon county.  
Davis L H, Jackson, Cape Girardeau county.  
Dryden L J, Warren, Warren county.  
Dysart B R, Macon, Macon county.  
Edwards J C, Ironton, Iron county.  
Edwards J C, Bridgeton, St. Louis county.  
Eitzen C D, Herman, Gasconade county.  
Farris J L, Richmond, Ray county.  
Fyan R W, Marshallfield, Webster county.  
Gantt T T, St. Louis, St. Louis county.  
Gottschalk L, St. Louis, St. Louis county.  
Hale J B, Carrollton, Carroll county.  
Halliburton W, Milan, Sullivan county.  
Hammond C, Brunswick, Charlton county.  
Hardin N C, Louisiana, Pike county.  
Holliday J A, Hamilton, Caldwell county.  
Hyer S, Lake Spring, Dent county.  
Johnston T J, Maryville, Nodaway county.  
Johnson W P, Osceola, St. Clair county.  
Lackland H C, St. Charles, St. Charles county.  
Lay A M, Jefferson City, Cole county.  
Letcher W H, Marshall, Saline county.  
Mabrey P, Doniphan, Ripley county.  
Massey B F, Neosho, Newton county.  
McAfee C B, Springfield, Greene county.  
McCabe E, Palmyra, Marion county.  
McKee A V, Troy, Lincoln county.  
McKillop M, Rockport, Atchison county.  
Mortell N A, St. Louis, St. Louis county.  
Moxey J H, West Plains, Howell county.  
Mudd H T, Kirkwood, St. Louis county.  
Nickerson E A, Warrensburg, Johnson county.  
Norton E H, Platte City, Platte county.  
Pipkin P, Brunswick, Jefferson county.  
Prest Wm, Hannibal, Marion county.  
Pulitzer Jos, St. Louis, St. Louis county.  
Ray John, Cassville, Barry county.  
Rider J H, Lutesville, Bollinger county.  
Ripley J A, Glenwood, Schuyler county.  
Roberts J C, St. Joseph, Buchanan county.  
Ross J P, Versailles, Morgan county.  
Ross J W, Bolivar, Polk county.  
Rucker J F, Sturgeon, Boone county.  
Shanklin J H, Trenton, Grundy county.  
Shields Geo H, St. Louis, St. Louis county.  
Spannhorst H J, St. Louis, St. Louis county.  
Switzer W F, Columbia, Boone county.  
Taylor A R, St. Louis, St. Louis county.  
Taylor J H, Joplin, Jasper county.  
Todd A, St. Louis, St. Louis county.  
Wallace H C, Lexington, Lafayette county.  
Wagner Levi J, Memphis, Scotland county.  
Watkins N W, Morley, Scott county.

## A Rumored Failure.

The rumor was current on the street and among the banks yesterday afternoon that one of our leading packing firms had gone by the board. Some difficulty was found in tracing the rumor to a head, but enough was gleaned during the search after information to leave but little doubt as to the correctness of the report. It is believed that the failure was due to a large amount of over speculation which it is generally known the firm was engaged in.—St. Louis Democrat.

## The Money Market.

The bank loans of the city of Jefferson are nearly all at the rate of 12 per cent. per annum. There may be special exceptions but this is the general rule. Money appears to be in good supply and in moderate demand even at this rate. Some of the loanable funds of our banks are employed in discounting State warrants. But the uncertainty of the date at which these warrants may be redeemed makes the business of dealing in them a precarious one. "Times are hard," among many of our laborers, induced principally by the failure of their employers to pay up. They are working at low wages as a rule and in justice should be paid promptly. These remarks are applicable to one of the largest institutions in the city, particularly.

Of the money market abroad we quote from the St. Louis Dispatch. It affords a refreshing contrast with affairs at home:

Aside from the activity consequent upon the settlement of last month's business at banks, financial matters are substantially unchanged.

There is only a moderate demand for money and loanable funds continues to accumulate in the principal banks. Eastern exchange was lower, and sold at 50c per \$1,000 premium between banks. The discount rate is steady at 8 per cent. Gold closed at noon in New York at 1 15/16, and Missouri 6s at 100 1/2.

The Cincinnati money market continues easy and the discount rate remains steady at 7 1/2 per cent. Six months paper was placed at 8 per cent, and shorter dates could be negotiated at 7c.

A better feeling is reported in Boston, but there is yet room for improvement. Discounts are quoted at 7 per cent, and from that down to 4 1/2 per cent.

Money continues easy in Philadelphia. The banks are steadily gaining in currency, and it continues a problem what to do with it. The difficulty in full employing balances explains a good many of the purchases at the stock exchange of railroad bonds and dividend paying shares. The indications are with the summer accumulation of money at the financial centres these securities will advance further.

In Louisville, the loan market is quiet, and the demand for money insufficient to absorb the capital that is accumulating from maturing paper. Prime paper is in strong demand, and while the nominal rate is 9 per cent., a considerable portion of the business is done at 8.

The usual activity in monthly settlements is reported in Chicago; aside from this matters are generally unchanged. Money continues abundant. The flow of currency continues eastward, and New York exchange continues dull at 75c per \$1,000 premium.

In New York, the Post says there is a movement among the banks to unite in refusing to lend on calls below 3 per cent., but it is doubtful, even if they should take such action, whether they could control the loan market, so large is the supply of loanable funds outside their power. It would be better for all concerned if rates were higher, but whatever they may be, the indications were never clearer that we are to have during the summer a very easy market.

The Cincinnati Commercial of the 26th inst., publishes reports from sixty-one towns in Ohio and thirty-one in Indiana, which show that the peaches were all killed by the severe frozes of last week, and the wheat seriously damaged in many localities.

The Mexico Intelligencer says that 14,000 bushels of corn per week is being shipped from Audrain to Carroll, Saline, Jackson, and other counties in this part of the state. The farmers of Audrain have received about \$200,000 for corn sold to farmers in this section the past winter.